INTELLOFAX	Approved For Release 2003/08/11 : CIA-RDP82-00457R006400220001-0
•	CLASSIFICATION STATES
	central intelligence agency report no.
	INFORMATION REPORT CD NO.
COUNTRY	Germany (Russian Zone) CONFIDENTIAL DATE DISTR. 28 November 1950
SUBJECT	Warnemuende Rostock Herbor Community and Harbor Operations RETURN TO CIA LIBRARY NO. OF PAGES 2
PLACE ACQUIRED	TOTO: LINGEDI
DATE OF	SUPPLEMENT TO
INFO.	REPORT NO.
TELIS DOCUMENT	CONTAINS INFORMATION AFFICTING VAIL MATIONAL DEFENSE
O. S. C., ST AND OF ITS CONTENT	STATES WITHIN THE ILEARING OF THE ESCIONAGE ACT SO DE, AS MERDED, ITS TRANSPISSION ON THE BEVELATION THIS IS UNEVALUATED INFORMATION THIS IS UNEVALUATED INFORMATION WE REPRODUCTION OF THIS FORE 18 PROPRIETED.
1	All hambon installations and have the
	All harbor installations, railroad installations, warehouser, sheds, etc., of Warnemuende and Rostock are united in the Harbor Community. The shippard does
	not belong to it. The Harbor Community is a completely independent body and is accountable only to the SCC in Karlshorst. So far as can be determined the
	leading officials of the Harbor Community are appointed by the Ministry of Food and Agriculture.
2., [2
L	(1) His assistant
	is harbo master welters who has served as a sailor on steamers and steam trawlers. Nolters also performs the duties of a fishery inspector.
3。 ¹	The area of the Mabor Community in Warnemuende begins south of the ferry basin
	and extends as far as the northern end of the turning basin. The Terry berths do not belong to the Marbor Community but are managed by the railroad administra-
•	Tion. As in Mostock, the area of the Marbor Community in Parnomuence is closed
	off by a wooden fence, 2.5 meters high. Close to the shore in the middle of the area, is the office building of the harbor master. North and south of this
ì	building is sufficient space for berthing, on each side, three steamers of 3,500 tons deadweight capacity.
r	The water depth alongside the quay is only 6.5 meters as against 7 meters in the navigable channel. The attempts to dredge the depth alongside the quay to 7 meters
v	were made in 1940 but had to be abandoned as the quay wall crumbled below. A depth of 7 meters was dredged on the northern bank of the Narnow Shipyard. (2)
11 (0)	V RISIOCH I
Vi	Two crane bridges for electric cranes, each with a lifting capacity of 5 tons, were erected on the quay. The bridges are so high that they rise above the
+	toot of the narrot master's building, the tracks for these erapes have already
L.	oeen laid. Three other cranes will be erected later at the turning basin; nowever, it is not yet known whether they will be installed at the warnow Ship-
y	ard or on the northern end of the turning basin. Two tracks for freight trains
	are laid alongside the quay; another new track will be laid on the middle pier. (3)
n	In September 1949 an average of three vessels por day were leading cargo in the narbor. These were mostly schooners with about 300 tons deadweight capacity.
T +	The amount of cargo handled daily was about 80 fathoms (sic) of pit props and 300
	the amount of cargo handled Gaily was about 80 fathoms (sic) of pit props and 300 cons of briquettes. The pit props were loaded by means of the stip ENTIAL 25.
SIAIL	WSB8 DIST
אט פאן	This document is hereby regraded to
I Z De	CONFIDENTIAL in accordance with the
Auth.	Director of Central Intelligence to the
Date:	Archivist of the United States.

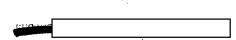
equipment, the priquettes were carried aboard on wheelbarrows over gangways. It takes 24 hours to load a 200-ton vessel with briquettes. (4)

- 7. The DERUTA has rented all harbor installations from the Harbor Community. All stevedores and crane drivers are on the DERUTA payroll, all the receipts for harbor dues etc., are also issued by the DERUTA. Germans are only employed in subordinate posts. (5)
- 8. Tugs are not available in Warmenuerde. If needed, they must be asked for from the Ludwig repair yard in Rostock. A sub-section of the "Bergungs und Tanchergesellschaft" (Salvagers and Divers Corporation) is in the Union Rotel in Warmenuerde. The management is in Stralsund, to which several offices will be transferred from Schwerin. A diver with his own barge and complete outfit is stationed in Front of the Bechlin Cafe on the western side of the fishing harbor. All miner work for the DERUTEA is done by him.
- 9. Up to January 1950 65 to 70 cutters of the Seiner-type and the D-type had been built by the Tarnov and the Rhode shippards. About 17 to 20 of these vessels which were 16.75 meters long, were transferred to Stralsund, the others to Koenigsberg, Memel, Libau and Reval. Only three cutters are operated by fishermen in Warnemuende. The boats have been a success. (6)
- 10. Since August 1949 the area between the former Arado Torks and the Tarnov Ship-yard has been leveled. The buildings destroyed will be reconstructed.

(1)	Comments.	

- (2) The statements on the water depths are important. They indicate that deeper dredging is not possible without causing the walls to crurble. Thus if the present report is correct, all reports speaking of considerable increases in depth are wrong. The maximum water depth in the Carnow is 7 meters.
- (3) The recent erection of cranes for armonuende was necessary as there were no cranes at all up until that time. Regular loading and discharging operations will be possible only after the shunting tracks have been extended.
- (4) The statements on the shipments are another indication that one cannot possibly speak of a regular turnover,
- (5) The dominant position of the DEGUTRA proves that all harbor business is under the control of the Soviets.
- (6) The figures show that the construction of new cutters is only a disguised form of reparations since only a tiny number of the vessels benefit the German economy. It has not yet been stated definitely whether, after being sent to Soviet harbors, these cutters will be employed in fishing or be committed to may all duties.

CONFIDENTIAL



25X1 25X1